

MAR 13 REC'D



SCAR B. GOODMAN
MAYOR

March 10, 2006

Sara Hassert, Consultant
Landrum & Brown, Inc.
8755 W. Higgins Road, Suite 850
Chicago, IL 60631

Dear Ms. Hassert:

In response to the Federal Aviation Administration's (FAA) proposed modification to the McCarran International Airport Four Corner-Post Plan, please accept the following comments on behalf of the City of Las Vegas. On December 21, 2005, the City Council unanimously approved a resolution (attached) opposing the plan. Since that time, the City has worked with FAA and McCarran officials to gain a better understanding of the plan. While we appreciate the opportunity to discuss the plan in further detail, our position remains unchanged in opposing the plan. We are not convinced that the FAA has adequately addressed the community's safety concerns, impacts on the community, or analyzed all of the options. Additionally, we find it odd that the Clark County Commission, who is responsible for McCarran International Airport, has not taken a formal position either for or against this plan.

L5-1

SAFETY

- All departure procedures are designed to avoid highly dense population centers. The proposed flight path change directs flights from a less populated area of the Las Vegas Valley to a highly-populated area which is essentially the heart of the City.
- The proposed flight path change directs air carrier aircraft belly up in a continuous turn into the same airspace utilized by recreational and general aviation planes from the North Las Vegas Air Terminal (the second busiest airport in Nevada), military flight operations from Nellis Air Force Base, emergency helicopter operations (Flight for Life), and incoming flights into McCarran, preventing visual contact.
- The Department of Homeland Security removed Las Vegas from its list of top 35 cities for terrorist risk. Removal from the list eliminates a large portion of federal anti-terrorism funding to enhance security measures in the community. Terrorists may see the proposed flight path change with aircraft full of fuel on take-off as an opportunity to affect a large number of citizens in a single incident in a town considered as a symbol of America and contrary to their beliefs.
- The dispersal pattern of the proposed flight path change affects seven hospitals including the University Medical Center, the valley's major trauma center and recipient of frequent emergency helicopter traffic versus one hospital in the current flight path.

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L5-5

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Note: Two (2) copies of this comment letter were received. 1) Received via fax, March 13, 2006.
2) Received via Fed-Ex, March 14, 2006.

Sara Hassert
March 10, 2006
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- Numerous high occupancy buildings lie directly beneath the proposed flight path. An accidental or deliberate crash of an aircraft full of fuel into one of these buildings would result in a catastrophic loss of life, and property.

L5-6

ENVIRONMENTAL JUSTICE

- The proposed flight path change directs flights over an area in the City of Las Vegas with a density of 13.1 persons per acre compared to 6.9 persons citywide and 2.6 countywide.
- The proposed flight path change directs flights over nearly 20,000 homes versus 1,525 homes in the current flight path. Due to the variance in departure flight paths, over 180,000 homes would be affected versus an estimated 25,000 homes in the current flight path. In addition, over 450,000 residents would be affected versus approximately 60,000 residents in the current flight path taking into consideration the flight path dispersion.
- The proposed flight path change impacts some of the City's most densely populated, low-income, minority residents. The minority population in the proposed flight path is 31.3% versus 23.9% in the current flight path. Approximately 42.8% of the households in the proposed flight path are below the median household income versus 9% in the current flight path.
- The proposed flight path change affects approximately 92 schools as compared to eight currently affected under the existing flight path.

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OPTIONS AND ALTERNATIVES

- The implementation of this plan appears to be a short-term potential solution to a much larger capacity problem at McCarran. Therefore, to fully address the problem, the FAA should consider and analyze all options including, but not limited to, the following:
 - Increased use of the north/south runways for departures,
 - Spread out flights during peak departure times to avoid delays,
 - Possible re-examination of the Four Corner-Post Plan with a focus on departing aircraft away from populated areas and avoiding environmental injustices,
 - Providing an additional left hand alternative such as turning aircraft south, but on new routes, which would maximize the airspace near Durango and Blue Diamond (see attached drawing), or
 - Hiring additional air traffic controllers to manage the increase in flight traffic

L5-11

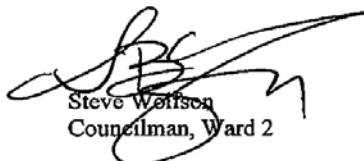
In summary, the FAA's proposed modification creates negative consequences for the residents of the City of Las Vegas. The safety of our community far outweighs the minor efficiencies that McCarran will realize. Conflicting traffic under emergency conditions over a densely populated part of the City, as well as an emergency itself, is reason enough to deny the right turn proposal. We strongly urge the FAA to disapprove the proposed modification based on a finding of significant environmental impact on the community and we request that you explore all of the possible options. We look forward to the FAA's response.

L5-12

Sincerely,



Oscar B. Goodman
Mayor, City of Las Vegas



Steve Wolfson
Councilman, Ward 2

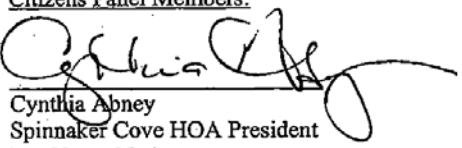


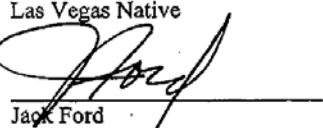
Lois Tarkanian
Councilwoman, Ward 1

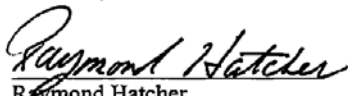
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CITY MANAGER'S OFFICE

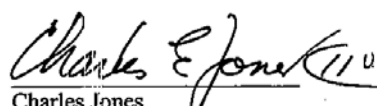
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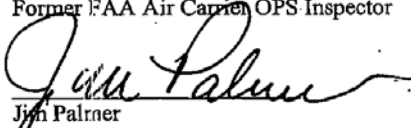
Citizens Panel Members:

 Cynthia Abney
 Spinnaker Cove HOA President
 Las Vegas Native

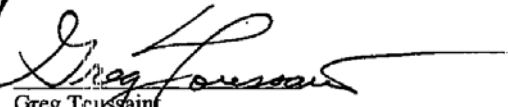

 Jack Ford
 Chief Air Traffic Controller
 U.S. Navy Ret


 Raymond Hatcher
 Former Naval Mechanic
 Concerned Citizen


 Capt. Jim Twohig
 Commercial Airline Pilot
 USAF Jet Instructor (T-38 Aircraft)

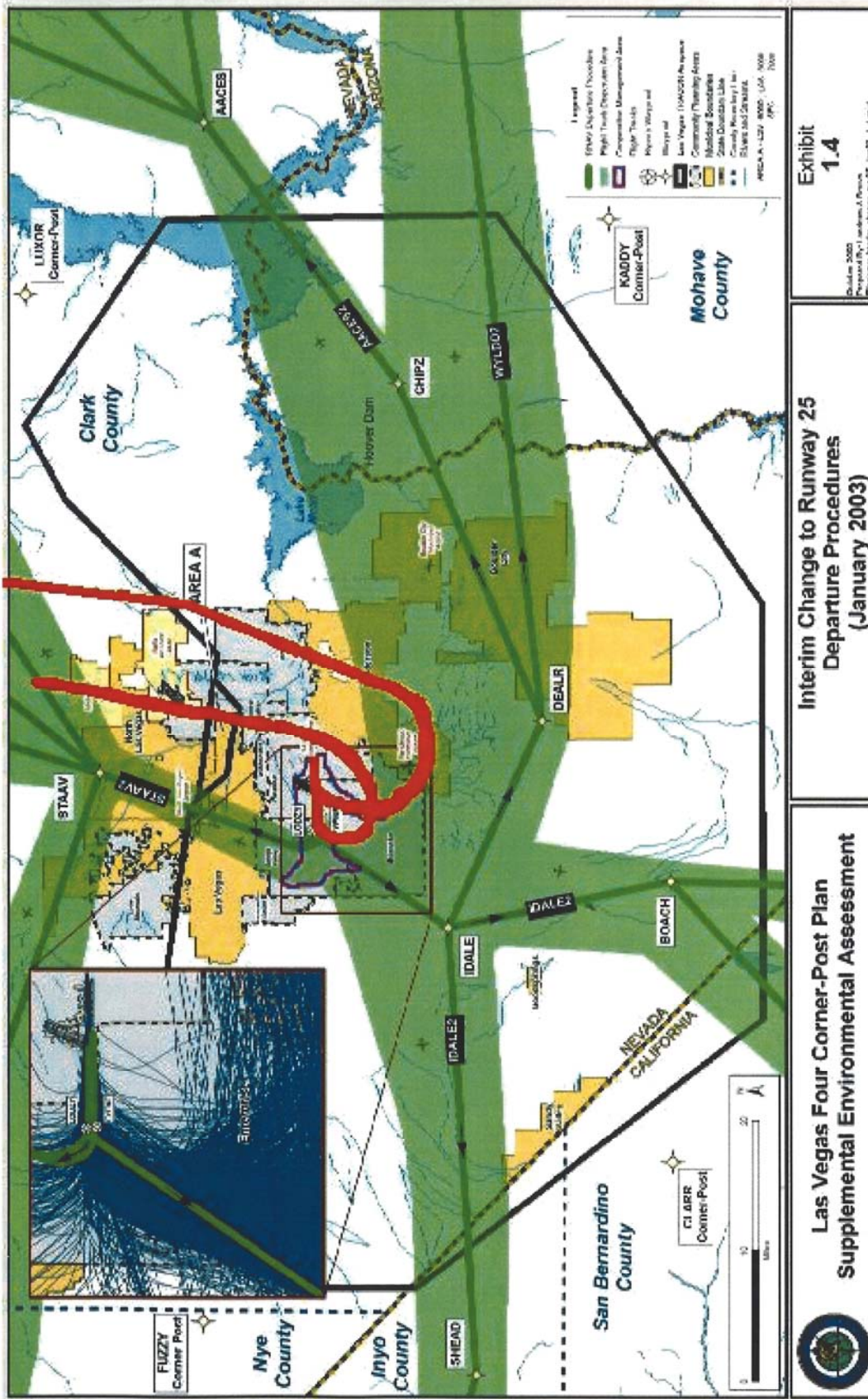

 Charles Jones
 Brigadier General, USAF, Ret
 Former FAA Air Carrier OPS Inspector


 Jim Palmer
 Commercial Airline Pilot


 Greg Teussaint
 Member of McCarran Noise Study
 Public Working Group

Attachment (1)

c: Senator Harry Reid
 Senator John Ensign
 Congresswoman Shelley Berkley
 Congressman Jon Porter
 Mayor Pro Tem Gary Reese
 Councilman Larry Brown
 Councilman Lawrence Weekly
 Councilman Steven D. Ross
 Senator Barbara Cegavske
 Senator Bob Beers
 Assemblywoman Marilyn Kirkpatrick
 Assemblyman Garn Mabey
 Assemblywoman Peggy Pierce
 Assemblywoman Francis Allen
 Assemblywoman Valerie Weber
 Assemblyman William Horne
 Assemblyman Marcus Conklin
 Doug Selby, CLV
 Elizabeth Fretwell, CLV
 Steve Houchens, CLV
 Ted Olivas, CLV
 Tom Perrigo, CLV



R-04-2005

**RESOLUTION OPPOSING THE FEDERAL AVIATION ADMINISTRATION'S
PROPOSED MODIFICATION OF THE FOUR CORNER-POST PLAN
FOR McCARRAN INTERNATIONAL AIRPORT**

WHEREAS, the Federal Aviation Administration (FAA) is proposing to modify the McCarran International Airport Four Corner-Post Plan to re-route Runway 25 departures over an area of the City stretching from Hualapai Way and Desert Inn Road to the eastern limits of the City; and

WHEREAS, the area of the City to be impacted by the proposed route has a population density of 13.1 persons per acre, compared to a City-wide population average of 6.9 and a County-wide average of 2.6; and

WHEREAS, the proposed route disproportionately impacts the minority residents of the City, who comprise more than 31.3% of the population in the affected neighborhoods; and

WHEREAS, the current route passes directly over one school only, while eight schools lie directly under the proposed route; and

WHEREAS, the dispersal area of the current route affects only eight schools, compared to 92 schools which would be affected by the dispersal area of the proposed route; and

WHEREAS, the median household income of neighborhoods impacted by the proposed route is 33% lower than the median household income of neighborhoods impacted by the current route; and

WHEREAS, the possible dispersal pattern of the proposed route encompasses the core of the City's redevelopment area and the Downtown Centennial Plan Area, which encourages high-rise development with no maximum height limits and includes commercial and residential high-rise projects currently in the planning process; and

WHEREAS, in 2001 the FAA redirected arriving air traffic over this same route, but under the proposed modification, intends to direct both the arrivals and departures over this highly populated area; and

WHEREAS, the possible dispersal pattern of the proposed route may affect seven hospitals, including the Las Vegas Medical District and University Medical Center, the valley's major trauma center and recipient of frequent emergency helicopter traffic, while the current flight

1 path affects only one hospital.

2 NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Las
3 Vegas, Nevada to:

4 1. Oppose the proposed modification to the McCarran International Airport Four
5 Corner-Post Plan by:

6 A. Notifying the FAA that the City opposes the proposed modification; and

7 B. Directing staff, and encouraging residents of the areas affected, to participate
8 in the public process on behalf of the City and to convey this opposition;

9 2. Respectfully request that the FAA extend the public comment period for 60 days until
10 March 14, 2006;

11 3. Respectfully request that the FAA conduct an appropriate demonstration with aircraft
12 closely matching the time, weight and altitudes which may occur in accordance with the change; and

13 4. Direct federal lobbyists to discuss alternatives with officials of the FAA and other
14 federal officials.

15 PASSED, ADOPTED, AND APPROVED this 27th day of December, 2005.

16 CITY OF LAS VEGAS

17
18 
19 OSCAR B. GOODMAN, Mayor

Gary Reese, Mayor Pro-Tem

20 ATTEST:

21 
22 BARBARA JO RONEMUS, City Clerk
23

24 APPROVED AS TO FORM

25 Val Steel 12-27-05
26 Date
27
28